

THE MAINE FARMER: AN AGRICULTURAL AND FAMILY NEWSPAPER.

The Maine Farmer

Augusta, Thursday, February 14, 1867.

COLLECTOR'S NOTICE.

Mr. V. Daniels will call upon our subscribers in Hancock County, during the month of March and January, Mr. Jas. Green, in a visit to our subscribers in Oxford County.

Mr. John P. Blakesley will visit our subscribers in Penobscot County during the month of January.

Mr. S. N. Tamm is now on a collecting and canvassing tour in Upper Penobscot and Aroostook County.

History of Maine.

There is no State in the Union which has richer materials for its early history than that of Maine. Very soon after the discovery of America by Columbus, navigators explored the shores of the whole continent, and mapped it out. A map has recently been brought to light which embraced the Atlantic coast of the United States as far south as to include the Gulf of Mexico, which was the result of an exploration by Verazano in 1524. It may interest the curious reader to know that what constitutes one third of the Atlantic border was first known by the name of *Noremberg*. It is mentioned by Milton in his *Paradise Lost*. Lately, the name has been restricted to an imaginary city, supposed to have existed in the vicinity of Bangor, and the Bangorians have perpetuated the name in their City Hall.

At the recent meeting of the Maine Historical Society, an interesting recital was made by Frederick Kidder, Esq., of Boston, of recent discoveries made by him in our revolutionary history in the eastern part of Maine. Eastern Maine has hitherto been almost entirely a blank in its revolutionary period, but from the researches of Mr. Kidder, we have an interesting account of the efforts of Col. John Allen, who had his headquarters at Machias, and by whose untiring devotion to our cause, succeeded in preventing the Indians and from adopting the cause of the British, and in preventing the boundary line from falling on the Penobscot, instead of the St. Croix. Col. Allen kept a journal during all this period, which has recently been brought to light and will soon be published.

It must be borne in mind that the earlier historians of this State had but limited resources at their command. They had no access to the earlier maps and descriptions of voyages which have since been brought to light. Hence, many unavoidable mistakes were made which are now obvious. We still have much interesting matter pertaining to the history of Maine locked up in the archives of the British and French governments, which will soon be laid open to the researches of the historian.

The history of Maine in the rebellion will be an important one. Every soldier could give a personal history which in the laps of years would be of interest. What would we give to have a full written history of one soldier who served throughout the Revolutionary war with all its little day life incidents. We have thousands of these little histories written by the soldiers and officers to their friends at home during the late war. These should all be preserved.—Every family having such letters should have them filed as previous historical documents to be used by the future historian; and we would urge upon our readers who may have such documents to carefully preserve them, so that each household that sent forth a soldier, shall have a little history of its own during the rebellion. There never has been so much unpublished history of Maine at command as at the present time, and will be forthcoming when the painstaking historian shall arrange all the materials of his history in regular order. The history of the Aborigines alone would form an admirable volume that would find readers in every household. The Maine Historical Society has already done an excellent work in recovering the lost history of the State. It is a work of love for these things and not for money, that its members have been so much engaged in this kind of labor, but it is cramped for the want of funds. We know not where the State could make even a liberal investment towards the accomplishment of so much towards elevating us as a State in the estimation of people abroad, as in endowing this Society with funds to enable them to carry on their work. It must be done sooner or later; the sooner, the more easily accomplished.

All that we know of other nations is what we learn from their histories, and what citizens of Maine would be willing to have our noble State sink into oblivion. Our history will be all that will be left of us in a few years, and while, as humble individuals, we may desire a stone to mark the burial spot of our bodies, we would have our dead deservd in such a way that the whole world can read them. This can only be done by the hand of the historian.

NOTICE ADVERTISED LYCUM. The sixth lecture of the course was delivered on Thursday evening, Feb. 7th, by G. T. Fletcher, subject: "The Northwest, Country and People." The opening passages of the lecture were devoted to a description of the western tendency of civilization since the exodus of our first parents from Eden. The landing of the Pilgrims upon the bleak coast of Plymouth was providential, because it made New England what she is today, and it insured a hardy ancestry for the pioneers of the great West. The speaker gave a condensed but minute analysis of the agricultural and mineral resources of the valley of the Mississippi. The remarkable progress of the "heart of the nation" in population and wealth, was shown by statistics and illustrations. The rise and growth of States and cities, the enterprise and intelligence of the inhabitants were portrayed with the enthusiasm of one who has felt the stimulus of western life. The brilliant history of the West during the war, the uprising of the sons from prairie and valley, their heroic valor upon every field of blood, was eloquently described. The lecturer paid a touching tribute to the memory of Lincoln, the noblest son of the West, who was followed by a weeping nation to his grave in the earth. The close of the lecture presented a bright picture of the Nation's future in the ages to come. The lecture was the result of much investigation and observation, and contained a large amount of information in regard to the western country and people. The style of delivery was forcible and clear.

A poem will be delivered on Friday evening of this week, by Rev. E. E. Johnson.

THE UNIVERSALIST LEVEE. From the elaborate preparations in progress for their Levee on Wednesday and Thursday evenings of this week, we judge that the ladies of the Universalist Society are determined to surpass all similar efforts in former years, and make the occasion one of the most attractive and successful that has ever occurred in this city. The exhibition of tableaux and statuary will be especially worth witnessing. On Wednesday evening the picture of "Morning Welcomed by the Stars," so charmingly represented last year, will be repeated. It will be the first on the programme, and we advise all to be a partaker of this entertainment. The Levee will also be an interesting feature, especially to the devotees of St. Valentine. An elegant and costly French Mantel Clock and a valuable Lady's Gold Watch, at the option of the party voted for, will be presented to the person receiving the highest number of votes cast during the Levee. The Clock and Watch are both on exhibition at Rowe's Jewelry store. Music, both vocal and instrumental will add to the enjoyment of the occasion, and refreshments of every description may be had for a consideration. The Festival will conclude on Thursday evening with a grand dance, under the direction of Mr. J. H. Backus, for the especial diversion of the young folks.

LEVEN AND FESTIVAL. The ladies of the First Baptist Society of this city have made arrangements to entertain their friends at City Hall on Thursday and Friday evenings next week, Feb. 21st and 22d. The entertainment they offer will be varied and worthy the patronage of all. Tableaux, statuary, and living pictures of much beauty will be presented. The superb tableau of "Jesus' Dream" described in Genesis 28:10, 16, and the beautiful piece entitled—"The Fountain of Pecos," will be among those presented. The stage exhibition on Thursday evening will close with an original local burlesque, written by a gentleman of this city, entitled—"The Advent of Sprague, or Water Power on the Brain." The usual refreshments will be on sale, and from what we hear of the preparations made, we anticipate that all who attend will get their money's worth of good things.

BRADSBURY'S NEW BUILDING. The first brick on the new building of Hon. J. W. Bradbury, south of his building occupied by Messrs. Locke and Bowditch, on the west side of Water street in this city, was laid on the 18th of last October, since which time work has not been suspended a single day. The building is 17 by 57 feet, the lower floor of which will be occupied by M. S. Swan, a jeweler's store. This is finished with black walnut, the work being very superior and the designs chaste and elegant. On the second floor are two handsome offices, the front ones of which will be used by Mr. Bradbury as a law office. The third story has been finished as a law office, and would make a very desirable hall. In outside finish, the building will correspond with the one previously erected by Mr. Bradbury, joining it on the north.

THE WEATHER. We were visited on Saturday last by our annual winter "blow," which, according to an anciently established custom should have occurred in January. The thermometer stood perceptibly, and the snow settled accordingly. On Monday, however, a decided change had taken place; the air was sharp and wintry, and the glare streets rendered it somewhat dangerous navigating them. This day—morning the weather seems more moderate and the sky threatens a storm. S. S. A. B.

Dr. Wm. McNeil is rapidly acquiring a reputation as one of the most skillful and popular dentists in this city. We most cheerfully commend him to the patrons of these white ministerial organs require removal and reconstruction. He may be found at his rooms in Darby Block, Water street.

MEETING OF THE HISTORICAL SOCIETY.

A special meeting of the Maine Historical Society was held at the Court House, in this city, on the afternoon and evening of Thursday, 7th inst., which was quite largely attended by our citizens, especially in the evening. There were also present a large number of members of the Society, and other gentlemen interested in the history of our State, including His Excellency, Gov. Chamberlain, Mr. Frederick Kidder of Boston, Hon. John A. Poor of Portland, Hon. E. L. Hamlin of Bangor, Rev. Dr. Ballard and Hon. Charles J. Gilman of Brunswick, Her. Mr. Dike of Bath, Dr. M. H. Ludwig of Thomaston, and others. The meeting in the afternoon was called to order by the Vice President, Hon. J. W. Bradbury, and Dr. Ballard called the session to order at the annual meeting, held at Brunswick on Monday of this week, we learn that its affairs are in a most successful condition. The Director's report, prepared by Hon. R. D. Rice, President of the company, is a paper of much interest, reviews the business of the road during the past year, gives a history of the improvements made, and chronicles the connections of the road with other lines, and alludes to the new roads now contemplated, and their influence upon the future business and prosperity of the State. The trains over this road have run with great regularity and safety, no passenger has sustained injury or suffered detention, and their connections with other roads have been made with almost unerring certainty. The different trains during the year have run 300,481 miles, at a cost of \$383,392.70, being about \$1.28 per mile; the gross earnings have been \$676,404.50, of which \$251,453.78 have been for the transportation of passengers, \$206,701 for freight, and \$29,122.76 from other sources. This shows an increase of \$41,906.24 over the earnings of the preceding year. The freight account shows an increase of \$4,392 tons, and an increase of receipts of \$75,579.72. The working expenses of the road for the year are thus stated: Wood and coal used, \$6,991.98; for maintaining the way, repairs of track, &c., \$120,817.58; for locomotives and buildings, \$1,937.89; for engine house at Bath, \$44,632.09; salaries of officers, taxes, insurance, &c., \$11,587.84. The freight transported over the road in 1866, was 185,751 tons. The largest amount of freight carried in one month was in Oct., viz.: 13,707.62 tons, and the least amount in one month, was in February, viz.: 3,890.32 tons. The total amount received for carrying freight was \$295,190.10. The number of passengers carried during the year was 278,179; the largest number, 68,546, was carried in August, and the smallest number, 17,238, in the month of January. The report of the commissioners on the sinking fund, shows that the amount in their hands in cash and investments estimated at par, July 1st, was \$249,128.86.

New passenger depots have been built at Augusta and Gardner; a new engine house and turn table at Bath; a new track scale has been put in at Brunswick; two miles of track have been raised with gravel; over thirty miles of new fence has been built; five hundred and twenty-five tons of new rails, and three hundred tons of repaired rails have been laid; water tanks have been constructed at Freeport, Bowdoinham and Augusta; four hundred feet of bark wall have been built; three bridges have been repaired; twenty-five new freight cars have been built, and twenty-two repaired; repairs have been made on two hundred and thirty-six other cars; two new and powerful first-class engines have been put upon the road, and one rebuilt; and a contract has been made for thirty-three new freight cars. This shows, briefly, what improvements have been made to the road, and the additions made to the rolling stock during the year, and is an evidence not only of the increasing business and popularity of the road, but of the excellent management that characterizes every department of its affairs.

THE PROPOSED ENLARGEMENT OF THE STATE HOUSE.

In the proceedings of the Senate of Monday, 4th inst., will be an order introduced by Mr. Perkins of Kennebunk, directing the Committee on Public Buildings to consider the early history of the State, on deposit in the State Paper office in London and Paris, and to procure copies of the same for the Society. A small appropriation for this purpose has been made by the State, and Gen. Brown, a commissioner to the Paris Exposition, has been authorized by Gov. Chamberlain to procure copies of such documents as may be of interest or importance, concerning our early history.

Mr. Frederick Kidder of Boston, made some interesting statements in regard to his researches relating to the revolutionary history of Eastern Maine, to which attention is directed.

Some further discussion occurred upon the importance of a careful preservation of everything relating to the past Maine took in subduing the rebellion, as in time it will become of value as a matter of history.

The Society has published six volumes of its collection, the last one having been given to the public in 1859. It has now on hand a large amount of material, and it is constantly increasing. A volume would be published before the year is out, and the Society can hereafter publish a volume of its collections annually.

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FATAL ACCIDENT. A correspondent of East Vasquez informs us of the sudden death on the 4th inst., of Mr. Francis Wing, an estimable young man of 25 years, who was a unfortunate accident. He was assisting in transferring wheel-barrows from the manufacturer of W. & Co., and one of the workmen by the name of Crosby let fall a hub from the upper room, just as Mr. Wing was leaving the foot of the stairs below. The wheel barrow struck him on the top of the head, producing a fatal concussion. He lingered a few hours, and expired.

He was a robust boy, about twenty-six years of age, and leaves a wife and child in the deepest affliction.

BIG STREETS. We saw the other day a noble looking pair of steers in the yard of T. S. Long, Esq., of No. Vasquez. They are four years old, measure over eight feet, and when last weighed their weight was forty-three hundred and fifty pounds. They are symmetrical in form, and of a handsome color. They look much sturdier, appear well matched, and are likely to be good work.

BLINDMAN, DEAFNESS AND CATARACT. Dr. Carpenter and the Wm. Tinsley Co. are taking in 125 cords of bark daily. They had about 8,000 cords piled last summer. This enterprising firm are building up a thriving village. Business is lively.

THE WINE TANNERY CO. Our agent, S. N. T., writing from Sherman, Androscoggin County, under date of Feb. 7th says: "The snow is now three feet deep along the roads, which have been almost impassable, requiring some skill and energy for load and forges to get through. They are now getting out of the snow, and the weather seems more moderate and the sky threatens a storm. S. S. A. B.

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PORTLAND & KENNEBEC RAILROAD. From the report of the Directors and Treasurer of this road, presented at the annual meeting, held at Brunswick on Monday of this week, we learn that its affairs are in a most successful condition. The Director's report, prepared by Hon. R. D. Rice, President of the company, is a paper of much interest, reviews the business of the road during the past year, gives a history of the improvements made, and chronicles the connections of the road with other lines, and alludes to the new roads now contemplated, and their influence upon the future business and prosperity of the State. The trains over this road have run with great regularity and safety, no passenger has sustained injury or suffered detention, and their connections with other roads have been made with almost unerring certainty. The different trains during the year have run 300,481 miles, at a cost of \$383,392.70, being about \$1.28 per mile; the gross earnings have been \$676,404.50, of which \$251,453.78 have been for the transportation of passengers, \$206,701 for freight, and \$29,122.76 from other sources. This shows an increase of \$41,906.24 over the earnings of the preceding year. The freight account shows an increase of \$4,392 tons, and an increase of receipts of \$75,579.72. The working expenses of the road for the year are thus stated: Wood and coal used, \$6,991.98; for maintaining the way, repairs of track, &c., \$120,817.58; for locomotives and buildings, \$1,937.89; for engine house at Bath, \$44,632.09; salaries of officers, taxes, insurance, &c., \$11,587.84. The freight transported over the road in 1866, was 185,751 tons. The largest amount of freight carried in one month was in Oct., viz.: 13,707.62 tons, and the least amount in one month, was in February, viz.: 3,890.32 tons. The total amount received for carrying freight was \$295,190.10. The number of passengers carried during the year was 278,179; the largest number, 68,546, was carried in August, and the smallest number, 17,238, in the month of January. The report of the commissioners on the sinking fund, shows that the amount in their hands in cash and investments estimated at par, July 1st, was \$249,128.86.

THE DEAD LETTERS: An American Romance. By Secley Regester. Illustrated. New York: Beadle & Company, 118 William St. 1867. Pp. 308. Price \$1.50.

This work is already well known to the readers of Beadle's Monthly, in which it originally appeared, and the present library edition has been issued in order to supply the large demand for those who desired the same in an attractive and durable form for easy reading and preservation.

As a specimen of book making it will compare favorably with any of the publications of our leading publishing houses.

The story itself is well written and somewhat exciting, but approaches too near the sensational for our liking. Some parts are true to life, while others are quite unlikely; as, for instance, that Leesey Sullivan should live so long undiscovered in the attic of Mr. Marshland's house, or that the detective should resort to alairways to find the murderer of Harry Moreland. If such a ready means as the latter could be employed by our police for the discovery of culprits, we believe fewer would go unpunished.

The volume can be obtained of the publishers or of J. T. Patterson, bookseller, Cony's Block in this city.

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BLACKWOOD'S MAGAZINE FOR JANUARY.

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